THE STUEBING TRUCK COMPANY

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CINCINNATI, OHIO, U.S.A.
EXPORT REPRESENTATIVE
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Other Codes Used
ABC 5th Edition
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Manufacturers of Lift Trucks

FOREIGN REPRESENTATIVES

BELGIUM, BRUSSELS—E. Isbecque & Cie.
SPAIN, MADRID—Pelaez Hermanos
ITALY, MILAN—Società Italiana Macchine Utensili
INDIA, CALCUTTA—McLeod & Co.
AUSTRALIA, MELBOURNE—British Australian Machinery Co.
SOUTH AFRICA, JOHANNESBURG—Wm. W. Campbell
ARGENTINA, BUENOS AIRES—Nilsen-Rantoul Co., Inc., of S. A.
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JAPAN, KOREA AND MANCHURIA—Mitsui & Co., Japan
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Products

HAND ELEVATING LIFT TRUCKS

TRADE MARK

The Stuebing System

The Stuebing system of trucking solves the problem of inside handling and transportation. It provides a flexible and efficient service at low maintenance, thereby increasing production and reducing handling costs to a minimum.

USES—The Stuebing system is used in industrial establishments for handling and storing such materials as sacked goods, package and case goods, castings and machine parts, sheet metal, paper, leather, glass, wire goods, fabrics and other materials. It finds a wide range of application in shops, factories, warehouses, terminals, and other places where an efficient inside system of transportation is required.

EASE OF OPERATION—Materials are placed on platforms which are of standard height, under which a master truck may be backed. By means of a lever on the truck, the load—platform and material—is lifted off the floor. One man can lift and move loads up to 5000 lb. (2270 kg.) with ease and safety to himself and goods. The truck is disengaged from the loaded platform by means of a positive hydraulic check (see figure 15 on the following page), which causes even the heaviest load to settle gradually to the floor. This check acts as a safety factor in preventing delicate materials or products, such as glass, pottery or eggs, from being broken in lowering the loaded platform to the floor.

FIG. 1. THE STUEBING MASTER TRUCK

Platforms suitable for handling any material may be built from specifications furnished with trucks.

ADVANTAGES—Goods when received are placed on platforms instead of on the floor. When required for use they can be moved directly by means of the master truck. Thus, reloading and unloading are eliminated; time, labor and floor space are saved.

Similarly, when materials must pass through different operations, much floor space, time and unnecessary labor are conserved by removing the material from one platform, passing it through the operation, and placing it on an empty platform near by.

Delays in production resulting from congestion of floor space or from the waiting for materials to work upon are reduced. In rush hours, when congestion is at its height, whole floors can be cleared quickly.

This system, moreover, prevents damage due to the rehandling of light and delicate materials, such as terra cotta, glass, eggs, wire goods and fabrics. By keeping such materials in boxes on platforms, the amount of breakage through accident and careless handling is considerably reduced.

Hand Truck Versus Stuebing System

Comparative tests made by a large manufacturing concern show that loading and unloading operations require four times as long as the trucking itself. In using ordinary hand trucks, it takes four times as long to load a truck at one place and to unload it at another place as is necessary to truck the goods—one-fifth actual movement, and four-fifths lost motion. The Stuebing system corrects this by eliminating rehandling.

LOW INITIAL COST—The cost of a sufficient number of ordinary hand trucks for both storing and moving materials is infinitely greater than the cost of a Stuebing master truck and a number of inexpensive platforms. A sufficient number of ordinary hand trucks obviates a large investment that is idle most of the time, and requires moreover considerable floor space. The Stuebing system, on the other hand, requires little if any maintenance expense, and the platforms can be stacked readily—saving floor space. Stuebing trucks are built to last indefinitely and are constructed to stand any amount of overloading.

Comparison of Methods

The gravity, belt and chain conveyor compared under favorable conditions with the Stuebing system show that labor and time are saved by their automatic action, but their lack of flexibility necessitates rehandling.

The Stuebing system has all the advantages of the above mentioned inside transportation systems, and is more economical, flexible, and efficient. It saves time, labor, space, and capital.

Choice of the Greatest Industries

The universal use of the Stuebing system by the largest industries in the United States, and in many other parts of the world, proves conclusively that it is practical, efficient, and labor saving, and at the same time meets all trucking needs.

The illustration below gives an idea of the scope of the Stuebing system.

FIG. 2.

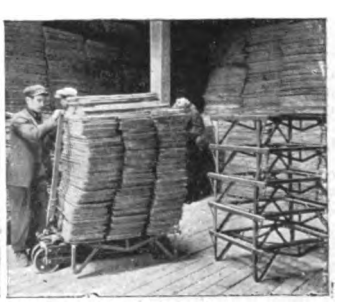

FIG. 3.

PLATE I. FLAT STOCK

Flat Goods

A large number of industries manufacture flat stock of some kind. Paper mills, manufacturers of tin plate, leather goods, textiles, rubber, veneer, lumber, sheet steel,

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hides,—all reduce handling costs by use of the Stuebing system. Plate I shows the handling and storage of linseed "packs." As these are taken from the presses, they are placed on platforms which are then moved and set down at will. The angle iron platform used is inexpensive and durable.

Service

The Stuebing Truck Company will gladly give any desired information pertaining to the application of its system to handling any materials or products in shop, factory, or warehouse. Platforms are built to meet every condition. Send complete information on materials handled, quantities, and amount of floor space.

FIG. 4

FIG. 5

PLATE II. HANDLING SACK GOODS—FLOUR—3500 LB. (1600 KG.) TO THE LOAD. To keep fresh air between sack goods or perishable products and the floor, place them on platforms. To move them, simply back a truck under the platform. No time wasted in loading and no waiting for supplies.

This flour was moved in one-fifth the time formerly required by using ordinary hand trucks. Flour or dust has no effect on the operation of the Stuebing master truck.

FIG. 6

FIG. 7

PLATE III. HANDLING CASE AND PACKAGE GOODS FOR SHIPMENT OR DELIVERY. To save time in handling and to avoid congestion, complete orders can be readily filled on one platform and then wheeled to the shipping room, where they are transferred directly to delivery wagons.

When the platforms are empty, they are stacked to save space. The heavy hand trucks ordinarily used, however, can not be stacked when empty, or even handled easily when loaded.

FIG. 8

FIG. 9

PLATE IV. HANDLING PARTS, SUCH AS CASTINGS—A SPECIAL USE TO WHICH AUTOMOBILE CORPORATIONS HAVE PUT STUEBING TRUCKS. In the forge-shops the hot forgings are placed on steel platforms which are moved by Stuebing master trucks. By using this system there is no danger to the operator, and the intense heat does not affect the operation of the truck or the hydraulic check. Materials are thus moved under abnormal conditions and delays are avoided in other departments.

FIG. 10

FIG. 11

PLATE V. HANDLING UNITS, SUCH AS MACHINERY. An electric crane is shown placing a 4 200 lb. (1 900 kg.) shaper on a Stuebing platform. The Stuebing truck, costing about one hundredth as much, lifts the shaper bodily when it has been placed on the platform, and carries it anywhere in the plant. The upkeep, depreciation and power cost of the crane is high, whereas in comparison the Stuebing master truck costs practically nothing. The crane requires a high priced operator—the cheapest laborer can operate the Stuebing truck.

FIG. 12. BUSH TERMINAL

Stuebing Trucks in the Bush Terminal, Brooklyn, N. Y.

The Bush Terminal with its 8 piers, 123 warehouses, 16 industrial buildings, and the most modern cold storage plant in New York, is equipped to import and export all products and materials of the world's producers. It is a gigantic institution based solely on the economical forwarding and handling of materials. It is the recognized terminal of every American railroad or its Atlantic Seaboard connection.

Bulky goods, odd shaped units, heavy pieces, fruits, sack goods—every conceivable line of materials passes over Stuebing trucks in unloading cars and in the movement of materials on the inside of the warehouses and terminals.

Special Trucks

The design and construction of the Stuebing truck permit the building of special trucks at very little expense. Trucks can be lengthened by using longer side rails. They can be made wider by increasing the length of the rear axle and extending the wings and increased in height by using upper side rails of greater width.

FIG. 13

Platforms

A sample platform is sent with each master truck as a model from which to build others. Special designs for any industry are furnished on request.

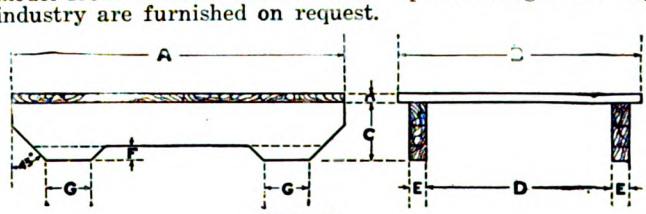

FIG. 14

TABLE I. SPECIFICATIONS, PLATFORMS

Type	A Max.	A Min.	B Max.	B Min.	C	D	E	F	G	H
DS 6-50 in.	40	22	33	25	6⅜	21	2	2⅜	4	1
(mm.)	(1016)	(559)	(838)	(635)	(162)	(533)	(51)	(60)	(102)	(25)
DS 6-36 in.	48	30	33	25	6⅜	21	2	2⅜	5	1⅛
(mm.)	(1219)	(762)	(838)	(635)	(162)	(533)	(51)	(60)	(127)	(29)
DS 7-36 in.	48	30	33	25	7⅜	21	2	2⅜	5	1⅛
(mm.)	(1219)	(762)	(838)	(635)	(187)	(533)	(51)	(60)	(127)	(29)
DS 7-48 in.	62	42	33	25	7⅜	21	2	2⅜	6	1⅛
(mm.)	(1575)	(1067)	(838)	(635)	(187)	(533)	(51)	(60)	(152)	(29)
DS 9-36 in.	48	30	33	25	9⅜	21	2	2⅜	5	1⅛
(mm.)	(1219)	(762)	(838)	(635)	(238)	(533)	(51)	(60)	(127)	(29)
DL 7-42 in.	54	36	42	35	7⅜	30	2¼	2⅜	7	1⅜
(mm.)	(1372)	(914)	(1067)	(889)	(187)	(762)	(57)	(60)	(178)	(35)
DL 7-48 in.	62	42	44	35	7⅜	30	2¼	2⅜	7	1⅜
(mm.)	(1575)	(1067)	(1118)	(889)	(187)	(762)	(57)	(60)	(178)	(35)
DL 9-48 in.	62	42	44	35	9⅜	30	2¼	2⅜	7	1⅜
(mm.)	(1575)	(1067)	(1118)	(889)	(238)	(762)	(57)	(60)	(178)	(35)
DL 9-60 in.	74	54	44	35	9⅜	30	2¼	2⅜	8	1½
(mm.)	(1880)	(1372)	(1118)	(889)	(238)	(762)	(57)	(60)	(203)	(38)

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Platforms can be made any size between the limits set by the maximum and minimum.

We recommend hardwood lumber for the top, and runners of yellow pine.

It is most important that dimensions C and D should be followed accurately. These are given with allowances to permit the lift truck to be backed under the platform without striking.

For the smaller platforms or those used with the S type, the skid can be made of the stock size 2 x 4 in. (51 x 102 mm.) lumber, with a block nailed on each end to make up the required height C and be of the length G.

Wood platforms usually meet all requirements, but in cases of extra heavy duty, we recommend steel platforms. They are practically indestructible, which eliminates repair costs. Prices on application. We can furnish either wood or steel platforms.

General Description

(1) LEVER CAN TURN STEERING WHEELS IN FULL CIRCLE—Swivel can turn partially or completely around with truck in raised or lowered position.

(2) LIFT HOOK OF STEEL—Automatically drops out of the way to permit greatest freedom in steering. No springs used.

(3) LIFTING AND STEERING LEVER OF STEEL—Can be held at any angle to guide truck under platform. Simple and durable.

(4) KING PIN OF LARGE DIAMETER (STEEL)—Is part of the fork holding the front wheels. Has internal oiling chamber which automatically lubricates fifth wheel or swivel. Smooth and easy turn under heavy loads.

(5) SINGLE PEDAL OF STEEL—This pedal connects the lifting hook and lever, also releases the hook from its raised and locked position.

(6) FRAME HEAD—Made of finest quality steel, rigidly fastened to the side rails. This is the most vital part, as it carries main bearings and operating mechanism.

(7) WHEELS—Retain oil and exclude dust and dirt. Milled oil reservoir in each wheel. Hyatt roller bearings.

(8) POSITIVE LOCK—STEEL HOOK—An independent hook automatically locking top frame carrying load in an elevated position. Absolutely positive. No springs to cause trouble.

(9) BROAD SADDLE FOR HEAVY DUTY—Cannot bend or deflect. Gives great strength and rigidity to lifting frame, of which it forms a part.

(10) PERMANENT SUPPORT OF LINK SHAFT—Made of selected steel. Journaled in eight bearings across elevating frame, insuring rigid bearing support.

(11) STABILITY—EASY ON FLOORS—The four-wheel construction and broad surface of the truck body gives great stability and enables it to carry heavy loads without injury to the floor, preventing tipping when loading or running. The chassis frame, made of best machinery steel bridge construction, gives great strength and lightness to the truck.

(12) AXLES OF HIGH CARBON STEEL—Similar to those used in automobile construction. Large diameter, accurately machined and finished.

(13) ROLLER BEARINGS—Easy rolling, flexible and retentive of oil with large bearing surfaces. They are proof against dirt and grit. Capacity loads can be moved by one man.

(14) SAFETY CHECK (POSITIVE) — Hydraulic, double-acting-check of engine-cylinder construction to lower gradually the heavy loads without shock. No soft materials used in operating parts—absolutely oil tight.

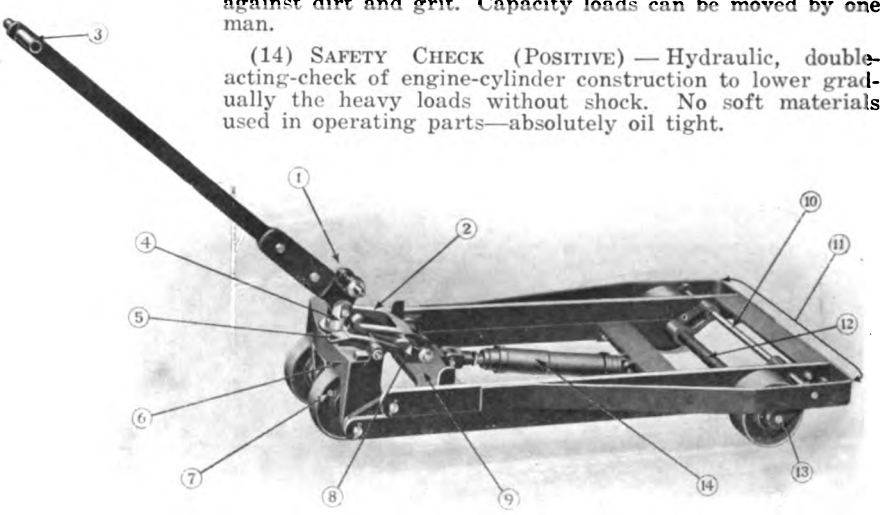

FIG. 15. THE STUEBING LIFT TRUCK

TABLE II. MODEL "S" STUEBING LIFT TRUCKS

(1) Model		CS 6-30	CS 6-36	CS 7-36	CS 7-48	CS 9-36
(2) Carrying capacity	lb. (kg.)	3000 (1360)	3000 (1360)	3000 (1360)	3000 (1360)	3000 (1360)
(3) Lift (amount of elevation)	in. (mm.)	1⅞ (48)	1⅞ (48)	1⅞ (48)	1⅞ (48)	1⅞ (48)
(4) Wheel diameter	in. (mm.)	6 (152)	6 (152)	7 (178)	7 (178)	9 (229)
(5) Extreme width	in. (mm.)	18 (457)	18 (457)	18 (457)	18 (457)	18 (457)
(6) Length, platform stop to rear	in. (mm.)	30 (762)	36 (914)	36 (914)	48 (1219)	36 (914)
(7) Height of truck, lowered	in. (mm.)	6 (152)	6 (152)	7 (178)	7 (178)	9 (229)
(8) " " elevated	in. (mm.)	7⅞ (200)	7⅞ (200)	8⅞ (200)	8⅞ (200)	10⅞ (200)
(9) Extreme length, truck in raised position, exclusive of handle	in. (mm.)	38½ (978)	47 (1194)	48 (1219)	60 (1524)	52 (1321)
(10) Wheel base	in. (mm.)	32½ (826)	41 (1041)	41 (1041)	53 (1397)	42 (1067)
(11) Platform dimensions, maximum	in. (mm.)	40x33 (1016x838)	48x33 (1219x838)	48x33 (1219x838)	62x33 (1575x838)	48x33 (1219x838)
(12) " " minimum	in. (mm.)	25x22 (635x559)	30x25 (762x635)	30x25 (762x635)	42x25 (1067x635)	30x25 (762x635)
(13) Weight, boxed for export	lb. (kg.)	325 (147)	362 (164)	390 (177)	435 (197)	415 (188)
(14) Volume	cu. ft. (m³)	9 (0,25)	9 (0,25)	11 (0,31)	14 (0,40)	13 (0,37)
(15) Code word		CAPFU	CAPLI	CAPIR	CAPSU	CAPTO

TABLE III. MODEL "L" STUEBING LIFT TRUCKS

(1) Model		CL 7-42	CL 7-48	CL 9-48	CL 9-60	CL 9-48 Special*
(2) Carrying capacity	lb. (kg.)	3500 (1590)	4000 (1810)	5000 (2270)	5000 (2270)	5000 (2270)
(3) Lift (amount of elevation)	in. (mm.)	1⅞ (48)	1⅞ (48)	1⅞ (48)	1⅞ (48)	1⅞ (48)
(4) Wheel diameter	in. (mm.)	7 (178)	7 (178)	9 (229)	9 (229)	9 (229)
(5) Extreme width	in. (mm.)	26½ (673)	26½ (673)	26½ (673)	26½ (673)	26½ (673)
(6) Length of steel platform stop to rear	in. (mm.)	42 (1067)	48 (1219)	48 (1219)	60 (1524)	48 (1219)
(7) Height of truck, lowered	in. (mm.)	7 (178)	7 (178)	9 (229)	9 (229)	10-11 or 12 (254-279 or 305)
(8) " " elevated	in. (mm.)	8⅞ (225)	8⅞ (225)	10⅞ (276)	10⅞ (276)	11⅞-12⅞ or 13⅞ (302-327 or 352)
(9) Extreme length, truck in raised position, exclusive of handle	in. (mm.)	52½ (1335)	58½ (1486)	60 (1524)	72 (1829)	60 (1524)
(10) Wheel base (distance between axles)	in. (mm.)	43 (1092)	49 (1245)	49 (1245)	61 (1549)	49 (1245)
(11) Platform dimensions, maximum	in. (mm.)	54x42 (1372x1067)	62x44 (1575x1118)	62x44 (1575x1118)	74x44 (1880x1118)	62x44 (1575x1118)
(12) " " minimum	in. (mm.)	36x35 (914x889)	42x35 (1067x889)	42x35 (1067x889)	54x35 (1372x889)	42x35 (1067x889)
(13) Weight, boxed for export	lb. (kg.)	313 (142)	318 (144)	338 (153)	358 (162)	372 (169)
(14) Volume, boxed for export	cu. ft. (m³)	18 (0,51)	19 (0,54)	22 (0,63)	26 (0,74)	32 (0,91)
(15) Code word		CARAC	CARIO	CARNE	CARUM	CARYA

*Where electrically driven lift trucks are in use, Stuebing lift trucks can be supplied in the right size for use under the same platforms. With such an arrangement, the electric trucks can be used for long hauls and inter-department work, while the Stuebing truck is more economical and quicker for short hauls. This is the standard of application by the largest plants.

Wheels, four; front 2 in. (51 mm.) wide, rear 3 in. (76 mm.) wide. Hyatt Roller Bearings are used in all wheels.

Special 2½-in. (64 mm.) lift on any of the above trucks at a small additional cost. Special trucks are built in all sizes and capacities for special or unusual conditions.

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